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PRIVATE RESIDENTS AT THE
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**HONGKONG WEEKLY
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NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to this Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

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The Daily Press

HONGKONG, FEBRUARY 24TH, 1908.

The annual general meeting of the Hongkong General Chamber of Commerce is to be held this afternoon. The letter by "Indian" in another column, is therefore very timely. It bears on item No. 8 of the agenda, which has appeared for several days among our public announcements. After electing a new committee, of its customary numerical strength of nine, the meeting will be asked to vote on the following resolution:

"That in consequence of the importance of the trade existing between this Port and Bombay, it is resolved under rule XXII to increase the number of the Committee from 9 to 10 so as to include a merchant interested in the Bombay trade."

This resolution cannot be said to have come too soon. Our correspondent, whom we may perhaps describe, without betraying his anonymity, as connected with one of the largest of the Indian firms so interested, rightly refers to its non-appearance in the past as an "omission," all the more strange because an Indian trade has for long formed more than half of this Colony's turnover. It is also more or less of an open secret that the Chamber of Commerce committee did not require much argument before they conceded the justice of the Bombay trade's claim to representation; and the only open question is one of personality. Apparently it will not be the duty of to-day's meeting to select a representative for the extra chair on the Committee. According to the advertised agenda, the business is merely to sanction the in-

crease of the committee by one member, who will presumably be co-opted later by the elected nine. These gentlemen will naturally give heed to the preferences of the trade itself, and in that case we have little doubt that our correspondent (whose disavowal of all connection or interest in the premier yarn firm we endorse) may and will be taken as faithfully representing the consensus of opinion among the India traders. Very few people need to be told that the firm of Sassoon J. David & Co. is the leading firm in the trade now to be represented, but if Mr. David also happens to be the choice of most of those whose interests are at last being taken into account, the committee elected to-day will find no embarrassment in the duty of selecting their new colleague, but rather an opportunity of giving a long-deferred act of justice the semblance of a graceful compliment.

The French Mail of 21st January was delivered in London on the 21st inst.

It is notified that in order to facilitate the navigation of the Nevelski Channel and Anar River, the channels will be marked by a line of white buoys.

Customers of the Hongkong Electric Co. Ltd. will note with satisfaction the announcement of a reduction in the price of current from 35 cents to 30 cents per Board of Trade unit.

The Committee of the Hongkong Amateur Dramatic Club announce that "The Liars" will be again staged on Tuesday 25th February. The booking office will be open to-day at The Robinson Piano Co.

Mr. R. F. Hume has presented a gold watch for a ladies lawn tennis tournament on the Kowloon Bowling Green, and Mr. J. W. Graham has also presented a prize for gentlemen's doubles.

The annual report of the Hongkong Y.M.C.A. for 1907 shows that the membership is 166, a slight advance on the figures of the previous year. The various organisations in connection with the Association seem to be in a flourishing condition.

The list of Justices of the Peace appears in the latest issue of the Government Gazette. A glance at the names shows that the list stands in need of revision as it contains the names of several gentlemen who have left the colony many years ago.

A notice appears in the Gazette informing managers, secretaries and other officers of companies whose duty it is to furnish annual returns of shareholders under the Companies Ordinance 1865 that in future there should be added to the names of Chinese shareholders the Chinese characters for such names.

With reference to Government Notification No. 444 of the 30th August, 1900, a charge of \$5 will in future be made for all certificates granted by Government Medical Officers to persons other than members of the Civil Service in connection with fitness or unfitness for the performance of duty and invaliding.

The anniversary of the birth of George Washington was observed in Hongkong. The British and foreign ships of war were dressed in honour of the occasion and at noon fired a salute of 21 guns to which the American cruiser "Winnington" replied. The American blue-jackets also celebrated the day with sports at Causeway Bay.

POLICE COURT.

Saturday, 22nd February.

BEFORE MR. H. H. J. GOMPERTZ (First Police Magistrate).

TAMPERING WITH FLOUR BAGS.

The Hongkong Milling Company charged the mistress of a cargo boat with stealing 20 cents worth of flour and 30 cents worth of wheat from the Junk Bay Mills.

R. Yoneda, the assistant manager at Junk Bay, stated that on Friday afternoon while he was in the reading room he noticed defendant cut open a bag of flour, empty part of its contents in a bowl, and stitch up the bag again. When he went on board the junk to question her he saw the woman attempt to hide the bowl under some matting. He had the junk searched and in a cabin there was found a painful of wheat. There had been complaints made to the office about short weight in bags of flour.

Defendant's explanation was that in transportation several bags of flour were burst and she decided to sew them up. As each was so tightly filled she had to take out a quantity from each bag in order to sew them. The wheat found was sweepings which she had removed from the hold of her junk.

A foki in the employ of defendant stated four bags were broken during transportation on Friday afternoon through their coming in contact with the corner of the hold. The Chinese foreman of the mill saw this and called upon defendant to sew the bags.

Other witnesses were heard for the defence, after which Mr. A. H. Rennie, on behalf of the Hongkong Milling Company, asked for a severe penalty. There had been numerous complaints about the short weight of bags, he said, and this was naturally detrimental to the business of the company.

Sentence of six weeks' imprisonment was passed.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE WATERLOO CUP.

LONDON, February 23rd.
The Waterloo Cup was won by Mr. Hulton's Halloweave.

FIFTH TEST MATCH.

LONDON, February 23rd.
England's score in the first innings stands at 157 for the loss of three wickets.

AUSTRALIA'S INVITATION.

LONDON, February 23rd.
Australia has invited the American fleet to visit her shores.

THE TYNE STRIKE.

LONDON, February 23rd.
The shipbuilders' lockout on the Tyne has been withdrawn.

[REUTERS SERVICE.]

JAPAN IN MANCHURIA.

LONDON, February 20th.
The Washington report that President Roosevelt, at the instance of China, is about to issue a protest against the policy of Japan in Manchuria, is emphatically denied. It is declared that Japan's control of Manchuria is more hurtful to Great Britain, Germany, and other nations whose trade in the Orient is larger than that of America. A protest from these would not surprise the United States, but would only receive the latter's moral support. It is admitted that the United States is losing its foothold in the Orient; owing largely to Governmental interference with the railways, which is leading to a discontinuance of certain trades.

GREAT BRITAIN AND THE UNITED STATES.

LONDON, February 20th.
Washington advises that a draft treaty, providing for a joint Commission to adjudicate on existing minor claims of the British and United States Governments, and of their respective citizens, has been delivered to Mr. Bryce for the consideration of Great Britain.

TRADE WITH TIBET.

LONDON, February 21st.
Dane Chang has settled, in substance, the Tibet trade conditions, with the exception of one point, which awaits settlement between London and Peking.

THE UNITED STATES AND JAPAN.

LONDON, February 21st.
Mr. Takahira, received by President Roosevelt, said that the cardinal objects of the Emperor was the maintenance of a lasting peace with all nations, and the conservation of the rights and interests of all peoples. President Roosevelt on behalf of the Government and his countrymen, sincerely pledged the earnest co-operation of the United States to everything tending to increase the mutual goodwill, and to foster the material advantages of the two nations in the paths of tranquil prosperity.

THE PORT ARTHUR TRIAL.

LONDON, February 21st.
St. Petersburg advises that the Court Martial on the surrender of Port Arthur has condemned General Stoessel to death, without the loss of rights and honour. General Fock was reprimanded, and Generals Reuss and Smirnov acquitted. The Court recommended a commutation of General Stoessel's sentence for ten years' imprisonment in a fortress in view of his bravery.

THE JAPANESE IN BRITISH COLUMBIA.

LONDON, February 21st.
Pending the decision of the Columbian courts, Japanese immigrants falling in the education tests are being detained.

THE RUBBER MARKET.

LONDON, February 21st.
Low prices and the American crisis are considerably affecting the Brazilian rubber trade, and shipments are getting smaller owing to the unprofitableness.

PORTUGAL.

LONDON, February 21st.
There are various reports of reactionary plots in Portugal.

CORRESPONDENCE.

THE CHAMBER OF COMMERCE MEETING.

[TO THE EDITOR OF THE "DAILY PRESS".]

SIR,—I feel sure that all those who are interested in the Bombay Trade will have read with pleasure the notice of the Chamber of Commerce, to the effect that it is proposed to increase the number of the Committee by one member, who is to represent the Bombay Trade.

Considering the volume of the trade between Bombay and this port, a trade which represents more than half in value of all the rest of the Colony's trade put together, it seems strange that hitherto it has not been represented on the Committee of the Chamber of Commerce, and the action of the present Committee, to rectify this omission will no doubt be fully appreciated by those merchants whose large and valuable interests will now be adequately represented.

As I have said, the trade is a most important one to this Colony, amounting annually to millions of dollars, particularly that portion of it known as the Yarn Trade. How vital to the Colony's prosperity the Yarn Trade is, I need only recall, the crisis through which this trade passed some eighteen months ago, when every other trade suffered in sympathy. I merely mention these facts in order to show what great care will have to be exercised in choosing the right man. It is not to be doubted that the Committee, with their long and ripe experience, after taking the issue of the various Indian firms, will make a good choice.

What, however, I would like the liberty to urge is that the choice should not be made according to "old custom," but due weight be given to the qualifications of the member selected.

To my mind, and speaking with an experience of some twenty years in the Indian trade, I should say the one man who stands out pre-eminently as the fittest for the seat on the Committee would be Mr. A. J. David, of Messrs. S. J. David and Co.

This gentleman has had a wide and varied experience in the Indian trade, having been the senior resident partner of his firm in China and Japan for over twenty years. His firm in Bombay, Messrs. Sassoon J. David and Co., are large mill-owners, while his brother, Sir Sassoon David, is not only a director of a great number of other mills, but is Chairman of the Mill-owners' Association, and whose voice carries great weight in the councils of that Association.

It is, of course, well-known that Mr. A. J. David's firm has been the largest importer of Indian yarn for the past twenty years. As showing the leading position this firm holds the question of the storage of yarn in the Godown Company's godown at Kowloon, a most important one for that Company, was brought about by the initiative of Mr. David. It required a small amount of courage to take the initiative in this matter, when it is remembered that the Chinese dealers had been accustomed for years to take deliveries from this side of the harbour, and whose prejudices against any change had to be most carefully considered.

I merely mention this incident in the history of the yarn trade to show the grasp of affairs, of which Mr. David gave ample proof on that occasion, a qualification, I fear, possessed by few others.

I think I voice the feeling of the majority, if not all, of the Indian merchants, when I say that it will afford them great satisfaction to see Mr. David on the Committee, and in proof of this, I may only cite one instance to show how he is regarded by all the merchants engaged in the Indian trade, and that is, that during the crisis of 1906, when he was unfortunately for all concerned, absent from the Colony, all the foreign merchants and all the Chinese dealers concurred unanimously agreed to come to no decision regarding the proposals made, pending the arrival of Mr. David.

In thus advocating the choice of the gentleman mentioned, I should like to be permitted to add that I have no personal interest to serve, nor have I any connection whatever with Mr. David's firm. My only interest is in common with that of all the other Indian merchants, and that is, that the man most qualified for the seat should be chosen—I am, etc.,

INDIAN.

Hongkong, 22nd February 1908.

THE A.D.C. PERFORMANCE.

The demand for seats at the Theatre on Saturday was so largely in excess of the accommodation that an extra performance of "The Liars" is to be given to-morrow evening. This will make the fourth performance of the piece and it is scarcely to be doubted that the A.D.C. will have the gratification to-morrow night of seeing the house equally as crowded as it has been at the three performances already given, for the highly laudatory accounts which have appeared in the Press are more than endorsed by the public who have seen the play. Numerous bouquets of flowers were handed up to the stage on Saturday evening as tokens of appreciation. The piece went exceedingly well, and the performance of "The Liars" will rank among the A.D.C.'s best efforts in a long list of successes.

LATEST STEAMER MOVEMENTS.

The str. *Rubi* left Manila on Friday afternoon, the 21st inst., and is due here to-day at daylight. The H.A.L. str. *Ebenau* left Shanghai on 22nd inst. at 1 p.m., and may be expected here to-morrow at noon.

The *Magul* Line str. *Pathan* left Singapore on 21st inst., and should arrive here on or about the 23rd inst.

The L.G.M. str. *Prins Ludvig* carrying the German Mails with dates from Berlin of the 4th inst., left Colombo on 21st inst., and may be expected here on or about the 2nd prox. p.m.

LOCAL SPORT.

CRICKET.

POLICE 2ND ELEVEN V. Y.M.C.A.
Played at Happy Valley on Saturday, this match ended in a win for the Y.M.C.A. by 47 runs. Scores are—

POLICE.	Y.M.C.A.
Walt, b Evans.....	0
Darvey, stumped, b Evans.....	0
Shepherd, c Downing, b Evans.....	0
Garnar, c Greaves, b Evans.....	0
Williams, b Evans.....	0
Parry, b Evans.....	0
Cooper, b Evans.....	0
Counsell, b Evans.....	0
Bell, not out.....	13
For, c Gillin, b Evans.....	0
Molman, c White, b Anst.....	0
Extras.....	2
Total.....	31

FOOTBALL.

H.K.F.C. V. "H" CO. CAMERONS.

The match between these teams, which took place on the ground of the Hongkong Football Club at Happy Valley on Saturday in connection with the Shield Competition, was the best game witnessed that day. Both grandstands were filled with spectators, and there was a large crowd round the ropes at the starting hour. The men who played were—

H.K.F.C.—Kew; B. Humphreys and Gar-

ret; Hall, Gregory and Ironside; Williams,

Wishart, Eager, Sayer and Mead.

"H" Co. Camerons—Fraser, Edmundson

and Lundin; Cameron, Stupart and Hennessy;

Morrison, Jameson, Fagan, Irvine and

McGuire.

The Camerons opened play and Gregory returned to Lundin, whose kick was taken by Eager and sent to Wishart. The latter shot at goal, kicked high and missed. A neat run by the right Cameron forwards just afterwards transferred the play, and Humphreys, in defending, was forced to kick the ball out. Almost immediately the attack was resumed, but Ironside cleared and a spell of midfield play followed. A prominent feature of the play at this period was the bad kicking of the Club, Ironside, Wishart and Garrett being the worst offenders in this respect. On the Camerons again assuming the aggressive, Garrett conceded a corner, which was cleared by Humphreys. The leather was then passed out to Williams who beat Hennessy and sent in a splendid centre. Eager rushed in and attempted to head into the net, but the ball went over the horizontal. The opening stages of the game were in favour of the Club, but midway through the first half the Camerons brightened up and played with better combination, the books in particular proving a solid defence. Kew had his work out towards the end of the half, being pressed hard by Fagan and Irvine. He succeeded in keeping his goal intact however,

although some anxious moments followed a mis-kick by Garrett. Humphreys rushed to the rescue, however, and taking the leather from Jameson placed it out of harm's way. The Camerons scored another corner through Garrett fooling Jameson, but Williams cleared and the half ended without score.

Immediately on resuming Sayer showed out prominently, beating both Stupart and Cameron by a tricky run, and finally passing to Eager. The latter gave Wishart an opportunity which he rapidly availed himself of, and before Fraser was aware of it, the leather found a resting place in the net. Hongkong's first and only goal being recorded amid great cheering. Their success acted as a tonic on the civilian team, who played now with renewed vigour, Mead and Humphreys playing an exceptionally smart game and giving Eager an excellent opportunity which the latter failed to take advantage of, his shot at goal being very weak. A second good centre put in by Mead was nullified by Williams being off-side. Play continued before the Camerons net until Edmundson cleared, sending the ball well out. A combined rush enabled the Cameron quartette to carry play into the vicinity of the Club goal, the continued and loud applause of his military supporters urging the soldiers to greater exertion. Edmundson despatched a pretty long shot which went straight for goal. Kew succeeded in clearing, but was unable to get the ball far enough out, and Irvine taking advantage of the moment, rushed in and netted, the scores being equalised in a despatching applause. There appeared to be a doubt as to whether Irvine was off-side, but the referee, Lieut. Mullins, decided that he was, and the goal was allowed. The Club continued to play a good game, but their weakness lay in the erratic shooting of the forwards, and the selfish play of one or two of the quartette detracted from their work as a whole.

Final—H.K.F.C., 1 goal; "H" Co. Camerons, 1 goal.

"F" CO. MIDDLESEX V. Y.M.C.A.

The shield match between these teams, played on the military ground at Happy Valley on Saturday, proved a very poor exhibition of association football. The much-fancied Y.M.C.A. team were not in the game from the start, the soldiers doing much as they pleased and winning by six goals. True, this civilian team played a man-short, Hamilton being called upon to do the work of two backs, but they also lacked combination, a factor which assisted the Middlesex team in gaining a decisive victory. The players were—

"F" Co. Middlesex—Farrant, Barton and

Warner; Clark, Chubbill, and Miller;

Maxstead, Wright, McKeemin, Stevenson and

Newman.

Y.M.C.A.—Hickling; Hamilton; Hayne,

Piercy and Bishop; Weaver, Wilks, Barlow

Coates and Coyne.

The start saw the soldiers bearing down on the civilian stronghold, and two unproductive corners resulted. Weaver then carried the leather to midfield, but it was promptly returned, and Hickling to save, conceded a corner. This was well controlled and a scrimmage followed before the net. The keeper succeeded in clearing, but in doing so was rushed by McKeemin and placed hors de combat for a time. On his recovery play was resumed, and for the first time the Y.M.C.A. carried play into their opponents' territory. But their stay there was brief, and following the transfer all the energies of the civilian team were required to keep their goal intact. Hickling, who was ably assisted by Hamilton, succeeded in clearing a number of shots, but they were unable to withstand the continued pressure, and Wright with a sharp low shot registered the first goal for the Middlesex. The restart saw the soldiers again on the aggressive, and it was not long before Stevenson added a second goal to their score. Play was then transferred as the result of a smart piece of wing work by Weaver, and Wilks attempted a shot, but was unsuccessful. Another speedy rush into Y.M.C.A. territory was followed by some sharp play before the net, which ended in Wright defeating the keeper, and adding a third goal to the soldiers' score. The same player also added another goal to the Middlesex score before half time was announced, the score then standing 4-0.

The second moiety proved tiresome watching, play centring for the greater part of the time round the civilian goal, which was always in peril. Once or twice the Y.M.C.A. succeeded in putting their opponents on the defensive, but their attack was always a brief one, the smart and combined play of the soldiers defeating the civilian players at all points. Before time was announced two more goals were added to the Middlesex score, one by Wright and one by Stevenson.

Final—"F" Co. Middlesex Regt., 6 goals;

Y.M.C.A., 0.

ROYAL ENGINEERS V. "A" CO. MIDDLESEX.

This was a match in connection with the Soldiers' League, and proved fast and exciting. The team, on the whole, were evenly matched, but the Engineers had the most effective kickers and the game ended in their favour, the final score being 2 goals to nil.

H.M.S. "WATERWITCH" V. H.M.S. "FAME."

Played on the Naval ground, this match ended in a win for the "Waterwitch" team by five goals, the "Fame" forwards being unable to make headway against the determined defence of their opponents.

LAWN BOWLS.

The interesting competition which took place at Kowloon Bowling Green for the prize given by Mr. J. W. Graham has resulted in the meeting of W. Russell and D. Harvey in the final. The former has been playing a remarkably steady game and his prospects are favoured.

THE JUNK BAY MILLS.

AN ENORMOUS SUCCESS.

Notwithstanding the notorious depression of trade generally, and in spite of an abnormal competition to be mentioned later, Mr. Rennie shows a profit in the balance sheet which he published in our Saturday issue of \$161,262.76, out of which he pays all indebtedness and carries forward the remarkable balance of \$82,756.09. That was in less than a year, and with a brand-new business. During the same year, it so happens that the import of American and Australian flour was quite abnormal, being, as we are told, thirty per cent. in excess of the average annual import over many years. The figures are thus published:—

IMPORTS OF FLOUR DURING 1907.

From Oregon..... 3,750,000 bags

California..... 28,000 "

Australia..... 1,000,000 "

Total..... 5,000,000 bags

If so much can be done in the green leaf, what may not happen in the dry? The expected revival of trade cannot but mean even greater triumphs for so well-managed a concern, and as it is wholly a Colonial, or British, enterprise, all King Edward's subjects at least will feel pleased at the first showing of this formerly much criticised undertaking. It goes without saying that the shareholders, whose capital has been appreciated by fifty per cent., and who have handsome dividends at their disposal at almost any time, will be the objects of envy. The promised further developments, projected in the versatile and eminently practical brain of the hard-working manager, will now be watched with greater interest and greater confidence by the public.

LARGER NAVY.

BRITISH ESTIMATES TO BE INCREASED.

It is understood that the Cabinet has already considered the question of the Army and Navy Estimates. Some slight uncertainty exists regarding the form, as it is by no means quite established that the Territorial Army will be evolved as cheaply as was anticipated, but Mr. Haldane is understood to be prepared for the possibility of certain slight modifications. Nevertheless, it is expected that he will be able to show that the new system is working well on the financial lines which he anticipated, viz., the expenditure of £27,750,000. Little change need be anticipated for the moment.

As regards the Navy, there will be an increase in the Estimates, though not a large one. There will be no special scheme of battleship construction in reply to the efforts of other countries in this direction. This may be necessitated in the 1909-10 Estimates, and there are many well-informed people who regard this possibility as practically certain. As already stated, the Estimates will this year more especially provide for cruiser and destroyer programmes.

Several of the Bills already announced are in a forward state of preparation, and it is certain that in this session, unlike the last, Government legislation will be introduced at an early date.

RAILWAY MATTERS IN MANCHURIA.

(FROM OUR CORRESPONDENT.)

Mukden, February 19th.

Fakumen? And where in China is Fakumen, and what is the international difficulty regarding a railroad there? These questions are being asked to-day wherever newspapers are read.

Fakumen is a city in Central Manchuria, 50 miles north of Hsinminfu, the present northern terminus of the Imperial Railroads of North China. These lines have their southern terminus at Peking and run from the capital through Tientsin and Shanhaikuan, at which point they pierce the Great Wall, up through the province of Chihli to Hsinminfu in Manchuria. These lines have been constructed by English engineers with money advanced by English banks and are being efficiently operated by the Chinese under English supervision.

It has always been China's intention since 1898 to continue the railroad through North Manchuria and Mongolia to the Chinese Eastern Railway (Trans-Siberian), and in the agreement with the British Corporation, which floated the bonds, the Chinese Government has promised, in case of its own inability to finance the work of further construction, to borrow the money from the English interests in the line already built.

The Japanese have forbidden the Chinese to extend their railroad to Fakumen.

"Forbidden" is a strong word to use in diplomatic relations; nevertheless, "forbidden" is the word used in the Japanese official protest against the so-called Fakumen extension.

Hsinminfu, the present northern terminus of the Chinese line, lies 40 miles due west of Mukden with which latter city it is connected by a branch railroad built by the Japanese during the recent war and purchased last year from the Chinese for Gold Yen 1,600,000.

By the Peace of Portsmouth Japan took over from Russia all the rights in the southern half of the South Manchurian Railway between Daini and Kuangsheng, at which latter station the Japanese line connects with the Russian section which in turn, effects a junction with the Trans-Siberian at Harbin.

The projected line which the Chinese are desirous of building is surveyed from Hsinminfu to Fakumen; throughout its course it runs off the right bank of the river Liao which divides the territory at present tapped by the Japanese railroad.

The peculiar interest in this case lies in the international relations it brings up. The contract for the Fakumen extension was made at Mukden early in November 1907 between the representative of Paulding, an English railway contracting firm of London, and Hui Shih Chang, Viceroy of Manchuria, and Tang Shao Yi, Governor of Fentien (Central Manchuria) who happens to be the same man with whom the Hayashi Convention, upon which the Japanese are basing their protest, was made in April 1907. The document was formally drawn up in Chinese and English, signed by both parties, and duplicate copies exchanged. The contract now lacks only the Imperial sanction to become operative.

Furthermore, in financing the projected extension the British Corporation, through its representative in Peking, undertook to raise the necessary funds and to this end drew up late in November last, with the same above mentioned Chinese signatories, an additional agreement to advance the sum of \$500,000 for the construction of the line. There through both an engineering and a banking concern England is interested with China in the prolongation of a line of railroad into one of the richest districts of North China. The Fakumen road is a natural extension of the Chinese railways already in successful operation; it seeks to exploit a region of Mongolia and North Manchuria at present entirely undeveloped, and it ushers its rails northward on the far side of a commercially navigable river, entirely out of the legitimate zone of the South Manchurian Railway.

Against this natural and legitimate enterprise on the part jointly of the sovereign power of the country and their own ally, Japan not only protests—she forbids.

She forbids on the nominal ground as she alleges, that in April 1907 China agreed to build no line of railroad in future parallel to, and competitive with, the South Manchurian Railway. But it is impossible to find in the Convention of April 1907 the slightest basis for Japan's position; the matter of competitive lines is not once alluded to. The convention was made in Peking between Count Hayashi, Envoy of Japan, and Tang Shao Yi, the present Governor of Central Manchuria. In the minutes of the Convention it is recorded that Japan earnestly stipulated for the very clause upon which they base their present mandatory protest, but—and this is the important point—the Chinese Envoy expressly objected against the inclusion of such a clause in the agreement, and was so far successful that the Japanese project was only recorded as a minute of the proceedings. These minutes were, subsequently to the meeting, copied in duplicate, signed, and exchanged. According to the Chinese they have no binding power whatsoever; according to the Japanese they are made the basis of "forbidding" any further railroad enterprise, not their own in Manchuria.

In assuming this position Japan adopts a policy with regard to Manchuria identical with that of Russia in 1897. At that time Russian policy, under the Lamsdorf regime, was openly pledged to the exclusion of any foreign influence other than their own from Manchuria; Mr. Pavlov even went so far as to object at Peking, for his Government against the employment by China of an English engineer not "because he was an Englishman, but because he was not a Russian."

Possibly there may be some ground for a Japanese protest on a supplementary treaty basis, because the Chinese have before now been led into affixing their signatures to documents which they either misunderstood or understood as not binding. But that the line is competitive within a sound commercial definition seems absurd when a glance at the map will show the new project not only at a minimum distance of 40 miles from Japanese rails, but as the far side of a river already in use for freight transport from the interior to Newchwang, and exploiting a district of Mongolia and North Manchuria entirely untouched as yet by Japanese enterprises.

Taken with other unmistakable evidence of Japanese aggression in Manchuria, the Fakumen protest seems conclusive. But other evidence is available to render such a conclusion additionally sound. It has become known to your correspondent through the most reliable sources that, since the new agreements were made early in November last, the Japanese have intimidated through official channels that if they were admitted to a proportion of at least one-third of the financing of the project, they would "allow" the railroad to proceed. In other words Japan has clearly shown in this instance her unwillingness to admit any other power, even a power allied, into the political field of the Three Eastern provinces. She seems to have committed herself by an overt act to the position that in Manchuria Japanese interests are and shall remain paramount.

In this connection what has become of the Open Door Policy, and of signed and sealed treaty obligations looking to that end?

JAPANESE EMIGRATION.

CONCESSIONS TO CANADA AND THE UNITED STATES.

Ottawa, Jan. 21st.

Mr. Lemieux, Minister of Labour, today made a statement in the Dominion House of Commons regarding his recent visit to Japan. The mission, he said, had been successful. He had succeeded in barring immigration from Hawaii, and in restricting the influx from Japan direct, for which the Japanese Government was not responsible.

Canada, Mr. Lemieux continued, owed a debt of gratitude to His Majesty's Ambassador at Tokyo, and Count Hayashi was a true friend of Canada. That the new accord was now on a satisfactory basis was shown by the following Note which was presented to him in Tokyo on December 23:

"In reply to your Note of even date I have the honour to state that although the existing Treaty between Japan and Canada absolutely guarantees to Japanese subjects full liberty to enter and reside in any part of the Dominion of Canada, yet it is not the intention of the Imperial Government to insist upon the complete enjoyment of the rights and privileges guaranteed by these stipulations when they involve disregard of the special conditions which may prevail in Canada from time to time. Acting in this spirit and having particular regard to the circumstances of the recent occurrence in British Columbia, the Imperial Government has decided to take efficient means to restrict immigration to Canada. In carrying out this purpose the Imperial Government in pursuance of the policy above stated, will give its careful consideration to the local conditions prevailing in Canada, with a view to meeting the desires of the Government of the Dominion as far as is compatible with the spirit of the Anglo-Japanese Treaty and the dignity of the State, although, as stated in the Note under the reply, it is not possible for me to acquiesce in all the proposals made by you on behalf of the Canadian Government."

I trust that you will find in the statement herein made a proof of the earnest desire of the Imperial Government to promote by every means within its power the growth and stability of the cordial relations which exist between our countries. I venture to believe also that this desirable result will be secured to have been materially advanced by the full exchange of views which has taken place between me, and it gives me pleasure to acknowledge the obligation under which I have been placed by your frank and considerate explanations regarding the attitude and wishes of your Government."

Tadao Hayashi, "Foreign Minister."

Continuing, Mr. Lemieux said that, during the course of the Convention, a series of the most stringent regulations, accompanied by instructions to the Local Government and Consuls in Canada, were issued. He assured the House that the British Ambassador and he himself were satisfied that these regulations were sufficient for the purpose of the Canadian Government, and would be honestly enforced by the Foreign Office at Tokyo. The recent Order prohibiting immigrants from landing in Canada, except by continuous journey from the country of their birth and with through tickets, applied indiscriminately to all countries, and would exclude Hindus. With the avenue from Japan closed, he said, the Minister, "and the avenue from Hawaii completely closed, I can announce to this country that we have eliminated from this time any features that could give rise to apprehension of any future trouble with regard to Oriental immigration."

Mr. Lemieux announced that the immigration company which had been responsible for the influx into British Columbia had been suppressed. "After all," he said, there were only two alternatives. Canada must either abrogate the treaty or accept the arrangement. Abrogation would involve a notice of six months, which would have a serious result and would mean the loss to Canada of important commercial advantages, of which they had as yet only partially availed themselves. Japan would rightly regard a 500-dollar poll tax as an unfriendly act to a nation which had become one of the world's greatest Powers. The dignified assurance given by Count Hayashi on behalf of the Japanese Government was a solemn engagement which Canada was bound to accept in good faith. The fact that it had been given of her own free will made it all the more binding on Japan. Exclusion of Japanese immigrants would be a serious breach of the Treaty of Alliance between the Mother Country and Japan. They could not conscientiously ask the rising Power of the East, the ally and friend of Great Britain, to brand its subjects as an inferior race, which they were not. The arrangement was a fair and honourable one.

Acting in the spirit they have done," added the Minister, "and with a view to meeting our desire, they will voluntarily take such measures as will prevent any further trouble, thus maintaining the cordial relations which should exist between allies, and restoring peace and order in the fairest province of the Dominion."

HONGKONG CHAMBER OF COMMERCE.

The report of the General Committee of the Hongkong General Chamber of Commerce for 1907, which will be presented to the members at the annual meeting to-day (Monday) states that several important questions have had the attention of the Committee during the past year.

The attempt of the Viceroy of Liang Kiang to establish an Opium Monopoly at Nanking and this injury British interest by fostering native products at the expense of the Indian Article, and which was in direct contravention of Article 5 of the British Treaty of Nanking 1842, received the earnest attention of the Committee. Protests were made to H.B.M.'s Minister, Sir John Jordan, K.C.M.G., at Peking, and to the Hongkong Government. It is satisfactory to be able to report that, as a result of Sir John Jordan's representations, the Central Government of His Imperial Majesty instructed the Viceroy of Nanking to suspend the Monopoly and a proclamation was issued by the Kiangnan Opium Monopoly Bureau on the 7th September, 1907, to that effect. The Committee had the support of the China Association in their action.

The sum of \$12 was refunded to Commander R. W. Glynn, R.N., "Waterwitch" for payments made to him as a reward for discovering sharks and rocks at the Good Hope Cape, Swatow and Tongsang Harbour, and the thanks of the Committee conveyed to him.

In response to a letter received from the Colombo Chamber of Commerce suggesting co-operation with this Chamber in seeking modification of the Crown Assets System, the Committee replied that they had no reason to complain of the system and had nothing further to add to their letter of the 24th July, 1903, on the subject.

A letter was received from the joint managers of the Liverpool Colonial Produce Exhibition requesting the assistance of this Chamber in making the merchants of the Colony acquainted with the undertaking. The Committee expressed themselves as being in sympathy with the Exhibition and offered to distribute any circulars containing details which might be forthcoming.

Very important correspondence on the subject of private mooring buoys in the Harbour has passed between the Chamber and the Hongkong Government. In a letter dated the 6th August, 1907, the Colonial Secretary conveyed to the Chamber the Government's proposal to amend Table O (C) of the Merchant Shipping Ordinance and to allow private mooring buoys to be used by ships of other owners, when vacant.

The Chamber, in reply, dealt fully with the subject and differed almost *in toto* with the arguments for a revision of the present system set forth by the Government. The Government's reply is at present receiving the Committee's earnest consideration.

A matter which received the attention of the Committee was the proposed Opium Amendment Ordinance (No. 219 of 1906) and subsequent notification (No. 219 of 3rd April, 1907). In consequence of strong representations by Messrs. A. S. Watson & Co., Ltd., and their contention that the new Ordinance was unfair to local chemists and druggists, the Chamber placed their contention before the Government and suggested that if the Government desired closer control of opium the chemists and druggists for the recording of the sale of these drugs, and such books should be open to inspection by the Chamber's Government. In response to the Chamber's letter on the subject, the Government promised that the matter should have their further consideration.

The Committee having been requested by the Government to nominate a Master Mariner to the Committee appointed by His Excellency the Governor to consider the advisability of making certain alterations in the weather forecasts and storm warnings issued by the Hongkong Observatory, Captain J. A. Roach, of the "S.S. 'Hutan,'" kindly agreed to act as their representative in response to a request by the Government for the Chamber might have to make on the regulations drafted by Commander Williams, R.N., and the Committee expressed themselves as being entirely in accord with the Government's views and thanked the Government for the opportunity afforded the Chamber of commenting upon them.

Letters were received from the Shanghai Chamber requesting the co-operation of this Chamber in protesting against the quarantine restrictions on vessels from Shanghai, owing to the alleged prevalence of cholera at the port. The Committee took pleasure in supporting the protest of the Shanghai Chamber.

The Chamber received a request from the West India Chamber, London, to join them and other Chambers in protesting against the intention of His Majesty's Government to withdraw from the Brussels Sugar Convention at the end of the first five years of its establishment, i.e., 1st September, 1908. The Committee recognising the importance to the Colony with its very considerable sugar industry, industry of the Imperial Government's adherence to the Convention, addressed a protest to the Right Honourable the Secretary of State for the Colonies, and expressed the hope that His Majesty's Minister would divide that it would be in the best interests of the Empire that Great Britain should remain a party to the Convention for another space of five years. By the courtesy of the Hongkong Government a copy was received by the Chamber of a despatch from Sir Edward Grey to His Majesty's Minister at the seat.

By the courtesy of the Government the Chamber was enabled to criticise the Bill for the Ordinance to authorize Companies registered under the Companies Ordinance, 1885, to keep local registers of their members outside the Colony. The Committee, feeling that the Bill, for the greater part, affected those companies whose business was entirely confined to Shanghai, forwarded the draft to the Shanghai Chamber. After considering that Chamber's views on the Bill, the Committee of this Chamber were able to suggest certain modifications to the Government, which were adopted.

The Government did this in honour to invite their comments on an Ordinance relating to Life Insurance Companies which provided for a deposit to be made with the Registrar as security for policy holders, and the periodical actuarial examination of Life Companies' liabilities together with annual schedules for the better control of such Companies. The Committee approved of the Bill generally but suggested slight alterations which did not commend itself to the Government. The Committee were also asked for their observations on the proposal of the Government to introduce legislation to enable the Governor-in-Council to strike off the Companies' Register any fire Insurance Companies financially unsound as to be virtually fraudulent and assured the Government that such a measure would have their cordial approval. The Chamber were further honoured by being asked if, in their opinion, such legislation should extend to Registered Companies which under-

wrote marine risks. The Committee in their reply, whilst approving the principle, pointed out that hardly the same necessity for protecting the public existed with regard to Marine Insurance Companies, as the insured being business men, were more able to judge of the stability of the Company and the transactions were more often confined to shorter periods.

The Committee in their report for 1906 dealt with the injustice to merchants at Newchwang from the fact that goods passed through Tientsin (Dahly) duty free. From a copy of a letter from the Viceroy of the Diplomatic Corps in Peking to the Shanghai Chamber, your Committee learn with pleasure that it is the intention of the Imperial Maritime Customs to establish stations both at Dahly and the Northern frontier of Manchuria.

The China Association, Shanghai Branch, having approached the Government with a view to ascertaining what measure of support a proposed Shanghai International Exhibition 1909, might be expected from this Colony, the Committee requested the Chamber's opinion. The Committee expressed themselves as strongly in favour of the Exhibition.

The vexed question of Currency Reform has again had the attention of the Committee. This Chamber joined with the Shanghai and Tientsin Chambers in signing a Memorial to the Dean of the Diplomatic Corps in Peking as the case in 1903 and 1904. The Committee has fully communicated their views again to the Government of Hongkong, who forwarded a copy to the Secretary of State for the Colonies. Your Committee regards that no material improvement in currency reform is apparent notwithstanding this Chamber's efforts made in that direction. The question has, however, since been taken up by His Excellency the Governor and the report of the Committee appointed by him to consider the matter is now receiving the consideration of the Government.

The Chamber was approached by the Hongkong Government to give its views on the subject of shipping conferences and combine and their relation to the hampering or otherwise of British trade for the purpose of answering a letter from the Secretary of State for the Colonies. The Chamber also received a request for their opinion from the Secretary of the Royal Commission now sitting in London. A Sub-Committee consisting of a Merchant and a representative of the Shipping Companies was appointed to consider the answer the Chamber should give. A circular letter containing the form of questions desired to be answered by the Chamber was issued to all Members of the Chamber. Thirty-two replies were received out of a total of 114 Members.

The substance of opinion was that the existence of Shipping Conferences was helpful rather than harmful as regards the China trade. Replies to this effect were dispatched to the Hongkong Government and to the Royal Commission on Shipping Rings.

By the courtesy of the Government the Chamber were afforded the opportunity of commenting upon a proposal of the Government to introduce legislation for the purpose of prohibiting the formation in the Colony of all banks other than those already authorized. The Committee replied that they could see no objection to such legislation provided that the method adopted would not interfere with the negotiation of notes of other countries and currencies which find their way into the Colony through travellers and in the ordinary course of trade.

The Committee placed any information they might possess likely to be of use at the disposal of Mr. Yang Shih Chi, a Chinese official purporting an enquiry into trade conditions in the Colonies of Western Powers having Chinese Communities.

This Chamber, having been approached by the Hongkong Education Department, in connection with the formation of a local centre of examinations for the London Chamber of Commerce Commercial Examinations.

The Committee, upon being asked by the Government for their views on the proposal of the Chinese Authorities to establish a bank under the control of the Chinese Board of Finance, gave it as their opinion that no objection should be placed in the way of the proposal, provided that such bank be placed on exactly the same footing as the other established foreign banking institutions.

The Committee regret that the representations of the Hongkong Government upon the subject of the Chinese Emigration Ordinance, 1885, have met with no success. The Secretary of State in a letter addressed to Mr. E. Matthews, Nathan, K.C.M.G., conveyed the information that the Imperial Government could not, for the present, introduce legislation into the Imperial Parliament which would be necessary to effect the desired object.

The Committee upon being requested by the Government to appoint a member to represent the Chamber, nominated for the purpose of considering proposals for the improved lighting of Hongkong, invited the Hon. Mr. Kewick to represent the Chamber.

The Government forwarded a copy of a Treaty of Friendship, Commerce and Navigation between the United Kingdom and the Republic of Nicaragua ratified in the 24th August, 1906. The Committee informed the Government that as the Treaty under its articles could be terminated as far as this Colony was concerned by giving certain notice, in their opinion it would be inadvisable to refuse adherence thereto.

The Committee were pleased to receive a notification from the Government that an arrangement had been come to with the British Members of the Tientsin General Chamber of Commerce whereby the Government was enabled to keep open the service until 30th September, 1908.

The Chamber were invited by the Government to comment upon the suggestion of the Chief Justice that the Supreme Court Vacation should be extended by 42 days. The Committee were of the opinion that such extension would interfere with public business and their opinion was supported by many of the Solicitors in the Colony. A letter addressed by them to the Chamber.

The Membership of the Chamber for 1907 consisted of 23 individual members and 121 firms. During the year Mr. G. G. Morris and Messrs. Midgum & Co. and P. Lemaire & Co. resigned. Messrs. Soares & Co. were elected members and the election requires the confirmation of the Chamber.

The only change on the Committee is the resignation of Mr. At. Haug owing to his approaching departure from the Colony. Mr. G. F. Ireland was invited to fill the vacancy and accepted.

Mr. R. Lowe, who has been the Secretary of the Chamber since the spring of 1902, resigned the post in April last, but has since dated on the 1st February, 1908. The appointment of Mr. Williams requires confirmation of the Members in compliance with Rule 15.

The expenditure for the year 1907 has exceeded the income by \$306.55. This is due to the fact that the income derived from Renter's Political Telegrams has decreased by over \$400 and the cost of publishing the annual report of last year was under-estimated.

CITRONNA DE SAUVINET
IN EXCELLENT CONDITION.

JUST UNPACKED.

PER DOZEN JARS . . . \$15.00.

H. PRICE & CO. LTD.

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 21st February, 1908.

[35]

BY BOAT THROUGH THE ALPS.

The King of Italy has recently been interesting himself in a very remarkable project—the scheme of the well-known Italian engineer, Pietro Caminada, who has devised a stupendous plan for joining by canal Genoa to Basle and the North Sea. This is no vain Utopia, but a scientific and feasible plan cleverly conceived by a man of great abilities. The Continental newspapers have taken up the matter seriously, and Signor Caminada, the famous Italian statesman, has taken considerable interest in it. The Government will adopt the plan, and that the wonderful canal will be constructed and become a reality in a very near future.

Several sketches would be necessary to make quite clear the new principle on which is based the apparently impossible undertaking. It may, however, be explained that, roughly, the novelty consists in replacing vertical locks by oblique or slanting locks. Take a long, cylindrical vase, place in it a piece of wood, pour water until the floating object reaches the top of the vase. That is the ordinary, the classic type of lock.

If now, you incline the tube, so that it be only slightly slanting, a considerably smaller amount of water will be necessary to make it overflow, and the float will thus have risen in less time and for less expense.

It will be objected that the float in the latter case has risen considerably less. Quite correct; but on the other hand, it has advanced horizontally by nearly the whole length of the tube, and this, automatically.

It may also be added that you will have been able to place in the tube an object the length of which can far exceed the diameter of that tube, and this is, of course, impossible vertically.

The projected canal across the Apennines and the Alps will be nothing but a succession of slanting tubes connected end to end.

In order to allow the passage of a greater number of boats in a given time each tube will be divided into separate compartments, closed hermetically by doors.

In each of these sections one boat will be able to rise, carried by the water. This water will pass with the boat from compartment to compartment, and when it reaches the summit it will return to its starting-point by means of another parallel tube, the "descending tube."

This second canal will, in the step inclines be divided into compartments, like the "ascending" one. But in lesser declivities an ordinary canal will be constructed, or the bed of a river may be used. The enormous tubes will only be made in the case of steep slopes having to be climbed. Elsewhere ordinary canals will do, but they will be fitted with compartments of the slanting type.

In order to guide the boats and allow them to proceed forward in the axis there will be a groove at the bottom, on which will glide a car connected by a cable to the bow of the boat. The level of the water rising constantly, the boat will pull on the cable, compelling the car to glide in the groove, and thus to ascend the slope, dragging in its turn the boat.

In the closed tubes rigid iron bars will be added, which will join the boat to the roof and the sides of the tube. These bars will also glide in grooves to avoid shocks.

Thus one will be able to travel by boat first from Genoa to San Pier d'Arna, in a parallel line to the Mediterranean; then through the Valley of Poolevers, by "tubes" as far as the stream Secos, and across the Apennines, at a maximum altitude of 1,000ft., then still by means of tubes and galleries, compelling the boat to glide in the groove, and thus to ascend the slope, dragging in its turn the boat.

From there the route reaches the River Adige, which will take one to the Lake of Como, now a short canal, followed by ten miles of "tubes," and we arrive at the Spilgen.

Here the two waterways, which so far had run parallel, diverge. The ascending canal, will rise, penetrating into the mountain northwards of the Spire, not far from the Lecht railway station, the terminus of the line from Hamburg and Bremen. The police were repulsed, and withdrew to the southern bank of the river, while reinforcements were summoned.

Meanwhile, the mob, passing a building in course of erection, obtained possession of pickaxes, hammers, and other heavy implements. Large slabs of stone, bricks, and mortar boards, and the smaller pieces used for scaffolding were also seized for use as weapons.

The mob, now grown to nearly 5,000, rushed over the bridge, and came in collision with a strong force of mounted police on the southern bank of the river, and a pitched battle took place.

The police used their swords, and the Socialists their rough-and-ready weapons. The struggle was short and sharp, and the mob broke and fled. The police pursued them, still slaying right and left with their swords.

The list of casualties issued this evening states that approximately one hundred Socialists sustained injuries necessitating medical treatment. About thirty of them were dangerously wounded. Eight policemen received injuries necessitating medical attention, and many others had bruises and slight wounds from the Socialists' weapons and missiles. Eight arrests have been made.

Master's Berlin correspondent reports that the police laid about them so mercilessly with their sabres that pools of blood were afterwards left on the pavement.

It is currently reported that demonstrations on a large scale have been planned to take place before the Reichstag to-day, when the Socialists will introduce an interpellation on the Prussian suffrage.—Daily Express.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamoise, Lait Chamoise and Special Skin Tonic and Poudre Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

The carrying of goods by the new way—locks included—would, it is stated, cost about one farthing less per man and per kilometre than the carriage by train. As to the journey,

THE
ROBINSON PIANO
CO., LTD.

PIANOS
TUNED AND REPAIRED
BY
QUALIFIED MEN
AT
MODERATE CHARGE.

Hongkong, 8th January, 1908.

It would not be much longer than that of merchandise travelling by goods trains, for the latter remain often and for long hours on sidings, while the canal borne traffic would go through without a stop—C.

RIOTING IN BERLIN.
POLICE SWORD BATTLE WITH SOCIALIST MOB.

Berlin, January 21st.

Political riots of a revolutionary character attended by considerable bloodshed took place again this afternoon in the very heart of Berlin, next the Reichstag, and within a stone's throw of the royal palace of Bellevue.

These disturbances were the sequel to mass meetings of unemployed convened by the Socialists, who evidently intended that outbreaks of violence should ensue. Speeches of the usual inflammatory character were delivered by Socialist orators, and thousands who left the meetings early in the afternoon were worked up to a condition of dangerous excitement and hatred of authority.

A mob of 3,000 desperate revolutionary Socialists collected in the Invalidenstrasse, in the north of Berlin, and marched towards the centre of the city with the intention of reaching the Emperor's palace, which at an early hour in the morning was surrounded by a strong force of police, who remained on duty there throughout the day.

Large forces of police guarded other palaces, Prince Buelow's residence, the Ministries, and all other public buildings.

The angry mob was met by the police at the northern end of Friedrichstrasse, where the first fight took place. The police stood their ground, but the mob by a flank movement edged them and approached the centre of the capital by making a detour westwards.

Another fight with the police ensued on the northern banks of the Spree, not far from the Lecht railway station, the terminus of the line from Hamburg and Bremen. The police were repulsed, and withdrew to the southern bank of the river, while reinforcements were summoned.

Meanwhile, the mob, passing a building in course of erection, obtained possession of pickaxes, hammers, and other heavy implements. Large slabs of stone, bricks, and mortar boards, and the smaller pieces used for scaffolding were also seized for use as weapons.

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S. MOUTRIE & CO. LTD.

THE ORCHESTRELLER CO'S

NEW MODEL

"AERJOLA"

PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS
AND THE MOST PERFECT INSTRUMENT ON THE MARKET.A WRITTEN GUARANTEE GIVEN
WITH EACH INSTRUMENT

SOLE AGENTS:

S. MOUTRIE & CO. LTD.

York-Building, Chater Road.

Hongkong, 13th November, 1907. 37-1

TO LET.

AUCTION ROOMS, No. 2, Zetland Street,
immediate possession.
Nos. 2 and 4, "FAIRVIEW," ROBINSON
ROAD, KOWLOON."WOODBURY" GARDEN ROAD.
Apply to—
"ROSENEATH," KOWLOON.LEIGH & ORANGE,
1, Des Voeux Road.

Hongkong, 10th February, 1908. 87

TO LET.

PER 1st January, ONE OFFICE ROOM
on Second Floor, Prince's Buildings.
Apply to—
REUTER, BROECKELMANN & CO.
Hongkong, 9th December, 1907. 102

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET.

OFFICES on Top Floor No. 2, Connaught
Road, facing the Cricket Ground.
No. 10, DES VŒUX ROAD, CENTRAL
1st floor.
"HATHERLEIGH," Conduit Road.
A HOUSE in CHURCH LANE, Conduit
Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDING and No. 16B, Des Voeux Road
next to the HONGKONG HOTEL.
FLATS in MURKIN TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 86

TO LET.

"FIGGESFORD" (Furnished) No. 114,
Peak, Contains 6 ROOMS.
No. 7, WYNDHAM STREET.
"GLENWOOD" GARDEN ROAD, suitable
for a Boarding house or Club. Contains 23
Rooms.
BEACONFIELD ARCADE, Fine Offices
and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL.
Top Floor, (over Caldwell MacGregor).
OFFICES in Queen's Road Central.
BELLIOS TERRACE HOUSES,
ROBINSON ROAD.
GOOD CENTRAL GODOWN, No. 34,
DUDELL STREET.
LABROCKE, No. 3, CONDUIT ROAD,
8 Rooms, (Furnished or Unfurnished) from
15th April, 1908. Large Servants' Quarters
and full sized Tennis Court.
No. 3, DUDELL STREET Shop and
1st floor.
Nos. 1 and 6, DES VŒUX VILLAS
(PRAX).
No. 57, PRAYA GRANDE, Macao.
Apply to—
LINSTEAD & DAVIS
3rd Floor, Alexander Building
Hongkong, 18th February, 1908. 89

TO LET.

IMMEDIATE POSSESSION.

GODOWN No. 101, Praya East.
Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 17th January, 1908. 212

TO LET.

GODOWN No. 3, NEW PRAYA, Kow-
loon.
Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, 1st February, 1908. 260

TO LET.

WELL and Comfortably Furnished
Rooms, at the Occidental Hotel,
Kowloon, with separate Kitchens and Baths
for each set of rooms. Rent from \$15.00 and
upwards. Good accommodation.
Apply to—
H. RUTTONJEE & SON,
45, D'Almeida Street, or
45, Elgin Road, Kowloon.
Hongkong, 17th February, 1908. 381

TO LET.

FIRST Class European Houses, furnished
or unfurnished, Local Terrace and
Humphreys Avenue, Kowloon.
Apply to—
TAM TSE KONG,
Care of Hip O Insurance, Exchange and
Loan Co., Ltd., 42, Bonham Strand, West,
Hongkong, 1st October, 1907. 94**TO LET**

TO LET

KOWLOON MARINE LOT 48, Yau-mai,
Area 85,200 square feet and with 255
feet Sea Frontage. Especially suited for Storage
of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

THE Top Floor of No. 2, Wyndham Street
lately vacated by the Hotel Baltimore,
suitable for a Club or Boarding House.
No. 7, PEDDER'S HILL.
First Floor of No. 6, Queen's Road,
Central, comprising Six Large Rooms
and Out-houses suitable for business
Premises or Dwelling, now occupied by
HERR, BORNEMANN & CO.
Second Floor of No. 5A, DES VŒUX
ROAD CENTRAL, above the Office of DAVID
RASOON & Co., LTD.
Apply to—
DAVID RASOON & Co., Ltd.
Hongkong, 8th February, 1908. 96

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, DES VŒUX ROAD
CENTRAL, (formerly occupied by Messrs.
SHAW, TOMES & Co.).
HOUSE, No. 11, SEYMOUR ROAD, newly
painted and colour washed.
One FIVE ROOMED BUNGALOW,
"THE NUDZ" No. 84, Mount Gough, Peak,
Garden and Tennis. (From 1st April next).
Apply to—
THE COMPADORE DEPT.,
JARDINE, MATHESON & Co., LTD.
Connaught Road Central.
Hongkong, 1st February, 1908. 229

TO LET.

LARGE OFFICE ROOM on First Floor
of No. 16, DES VŒUX ROAD.
Apply to—
FERD. BORNEMANN,
No. 18, Des Voeux Road Central
Hongkong, 23rd January, 1908. 144

TO LET.

"FAIRVIEW," No. 1, Robinson Road,
Hongkong, Furnished or Unfurnished.
Furniture can be Purchased if desired, 6 big
Rooms, nice view of harbour.
Apply to—
Messrs. J. ULLMANN & Co.,
34, Queen's Road.
Hongkong, 17th February, 1908. 382

TO LET.

NO. 2, CHANCERY LANE, 6 ROOMED
HOUSE fitted with Electric Light.
Central Locality.
"STILLINGFLEET" Peak Road, SIX
ROOMED HOUSE with Fine View of
Harbour.
"HARPERVILLE" Garden Road, SIX
ROOMED HOUSE fitted with Electric Light
and full use of Tennis Court.
Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
3, Queen's Road Central.
Hongkong, 10th February, 1908. 333

TO LET.

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya
East, near East Point.
Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st October, 1907. 93

TO LET.

4 and 5 ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Voeux Road
Central, Hongkong. Immediate possession.
Moderate rentals.
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 18th January, 1908. 117

TO LET.

THE ROOMS on the first floor of No. 34,
QUEEN'S ROAD CENTRAL, (opposite
the General Post Office). The Rooms are
light, spacious and well ventilated. Very
moderate rent. Immediate Possession.
Apply to—
YEE SANG FAT & CO.
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

A HOUSE in KNOTSFORD TERRACE
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1908. 185

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 188

TO LET—AT CANTON.

EIGHT ROOMED HOUSE on
SHAMEN. A.B. 99.
Apply to—
Care of "Daily Press" Office.
Hongkong, 23rd January, 1908. 251

TO LET.

LA HACIENDA, East, Mount Kailash,
The Peak, unfurnished, from the middle
or end of April next. For particulars apply to
the undersigned.
C. H. GRACE,
Care of Secretary's Office,
Hongkong Club.
Hongkong, 5th February, 1908. 311

TO LET.

NO. 59, CAINE ROAD.
Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907. 190**MISSION WORK IN CHINA.**

The "China Missions Emergency Committee," which was formed last year and which includes in equal numbers representatives of the Anglican Church and of the Free Churches, appointed as its representatives the Rev. Lord William Cecil and Lady Florence Cecil, Sir Alexander R. Simpson, M.D., Dr. Alexander Macalister, and Mr. Francis W. Fox to attend the missionary conference held last spring at Shanghai. They paid a series of visits to various parts of China and had interviews with missionaries, medical missionaries, merchants, Chinese students, and professional men. Professor Macalister visited the stations of the English Presbyterian Church in South China and Formosa; Sir Alexander Simpson visited Hongkong, Amoy, Swatow, and Soochow; and Mr. Fox, besides visits to a number of large cities, presided at a conference at Shanghai with regard to a proposed college or University at Cheng-tu, the chief city of the Szechuan province.

The report of these three to the Emergency Committee has now been printed. After speaking of the great influence that the Japanese were exercising, and were likely to exercise for some time, in the development of the Chinese Empire and the Chinese people, they describe the results of the Shanghai Conference at which 1,200 delegates represented some 50 Western missionary societies. The principal resolutions passed were concerned with three cardinal questions. The first dealt with unity in all the essentials of Christian doctrine and life, on which the conference resolved as follows:

That this conference unanimously holds the Scriptures of the Old and New Testaments as the supreme standard of faith and practice, and holds firmly the primitive Apostolic faith, further, while acknowledging the Apostles' Creed and the Nicene Creed as substantially expressing the fundamental doctrines of the Christian faith, the conference does not adopt any creed as a basis of Church unity and leaves confessional questions to the judgment of the Chinese Church for future consideration, yet we gladly recognize ourselves as already one body, testifying one way of eternal life.

We frankly recognize that we differ as to methods of administration and Church government; and that some among us differ from others as to the administration of baptism; and that there are some differences as to the statement of the doctrine of predestination or the election of grace. But we unite in holding that these exceptions do not invalidate the assertion of our real unity in our common witness to the Gospel of the Grace of God. The second was the desire to put in China only "one Church," on which they resolved as follows:

While freely communicating to these Churches as knowledge of truth, and the rich historical experience to which older Churches have attained, we fully recognize the liberty in Christ of the Churches in China, planted by means of the missions and Churches which we represent (in so far as these Churches are, by maturity of Christian character and experience, fitted to exercise it), and we desire to commit it in faith and hope to the continued safeguarding of its Lord, when the time shall arrive, which we eagerly anticipate, when it shall pass beyond our guidance and control.

The third was concerned with federated action of the various Protestant societies, and issued in a resolution recommending the formation of a federal union under the title of "The Christian Federation of China," its object being "to foster and encourage the sentiment and practice of union," to "devise and recommend plans whereby the whole field can be worked most efficiently," to "promote union in educational work."

Generally, these delegates recognize how widespread and far-reaching already are the influences of Christianity in China. They note the disintegrating effects of introducing Western civilization and education "without decidedly religious influences." They add statistics as to the foreign Protestant missionaries resident in China; the number of Bible women (90 in 1876, 894 in 1906); the ordained Chinese pastors and other Chinese preachers, about 6,000. They conclude with a number of recommendations as to the future development of missionary work in the Celestial Empire. The selection at home of highly qualified and cultivated persons is, they think, of more importance than the rapid increase of the missionary staff. A Lyman should be appointed to assist in the secretarial work which has to be undertaken by missionaries. The colleges and schools need to be increased and increased in number. The several missionary societies in England and America should co-operate in establishing colleges or a University in each of the provincial capitals.—The Times.

THE GERMAN NAVY.

Berlin, January 21.
The German Emperor paid a visit to the Imperial dockyards at Kiel yesterday and inspected the new large ships which are being built for the German navy. A model of the new Imperial yacht "Hohenzollern" was also submitted to his Majesty's inspection.

The Budget Committee of the Reichstag has concluded its discussion of the new German Navy Bill and recommends the Reichstag to pass the measure without further alteration. The proportion of the total cost of the navy which is to be borne by the ordinary naval estimates fixed by the Navy Law at 6 per cent. The committee has decided that this amount is not sufficient and has resolved that, in addition to the total cost of armaments, the estimates ought to provide for a higher percentage of the cost of the ships in proportion to the reduction in the age of battleship.

The North-German Gazette has received a telegram from Baron von Würtzburg in which the president of the Bavarian section of the Navy League states that notwithstanding Sunday's meeting at Cassel the Bavarians continue to regard themselves as members of the League.

This announcement dispels of a great deal of the criticism which was lavished upon the proposition at Cassel and shows that as far as the Bavarians themselves are concerned the prospect of the direction of the League's affairs upon more moderate lines is sufficient to ensure the survival of the organization as a whole. Outside the immediate circle of General Keim's supporters there is no disposition to defend or to excuse the recent conflict in the League. The extravagant agitation on the part of the extremists is professedly deplored by a number of responsible journals. But even if during the next few months comparatively little should be heard of the League this quiescence will not necessarily imply that it has renounced the ambitions which it has formed for the German navy or that it has definitely abandoned the methods which have made its propaganda popular.—The Times.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated Hongkong, 22nd February, 1908—Business has been rather quiet during the week under review, but a moderate fair investment trade has been going on in a few stocks. The market closes steady for most securities. The sterling demand rate of exchange on London closes at 1s. 10-11/16d., while rates on Shanghai are Tls. 74 for a Bank T/T, and Tls. 74 for a three days' sight T/T. Bill, the rate in Shanghai on this for a three days' sight Private Draft being Tls. 74. Bariller in London is quoted 25 1/2, and Consols 287 1/16. The Bank of England rate of discount remains at four per cent., while the market rate of discount is 3 1/2 per cent.

BANK SHARES.—A few small lots of Hongkong and Shanghai at 700 ex the dividend paid on 17th instant (which was 22 or 22.06.90 for old shares, and 21-10-9d. or 16.5.5.17 for new shares); and a few more shares are for sale. London quotes 278 ex dividend. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions have been done at 3850, but nothing has transpired in other stocks under this heading, which remain as quoted last.

FIRE INSURANCE SHARES.—Small lots of Hongkong sold at 335 and 332 1/2, which latter is the closing rate; we hear that a dividend of 227 per share will be declared at the forthcoming meeting. (China changed hands in small quantities at 308 and 307, closing with sellers at 308.)

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares changed owners at 229 1/2 and 229 1/2, at which latter figure the market closes steady. Indo-China have not been dealt in; the nominal local quotation is 568 (\$40 for preferred and 223 for deferred shares), Shanghai quoting sellers at Tls. 48, and London quoting 41.55.0d for preferred, and 23 for deferred shares. China and Manila have sellers at 15, and Douglas are quiet at 240. Star Ferries are inquired after at 25 for old, and 12 1/2 for new shares. Shell are quiet at 45.6d., London quoting sellers at 48.6d. Union Waterboats, sold and have further sellers at 110.

REFINERIES.—Sales of China Sugars have been reported at 1112 and 1113, and there are buyers now at 1113. Luzons are unchanged.

MINING SHARES.—Charbonnages have improved to buyers at 525; an interim dividend on account of 1907 of 20s. 3/4 per share will be payable on 1st proximo in Paris. In accordance with the redemption statute of the Company 130 four per cent. 1905 Bonds were drawn on 3rd instant for reimbursement at par on 1st April next. Bonds sold at 37 1/2 for old, and 33 1/2 for new. (Chinese Engineering and Mining Company Shares have been done in the north at Tls. 16.)

DOCKS, WHARVES, GODOWNS &c.—Hongkong and Whampoa Dock Company's shares have been done at 318, at which figure a few shares are for sale. Fenwick's, as well as new Amoy Dock Shares, are quite neglected and unchanged in rates. Shanghai Docks advanced in Shanghai to Tls. 85 but there are sellers now at Tls. 84. A fairly large business has been done in Hongkong and Kowloon Wharf and Godown Company's shares, and 350 to 350 has been paid for the old, and 33 1/2 to 34 for the new shares, at which higher rates the market closes very steady. Shanghai and Hongkong Wharves have sellers in the north at Tls. 215.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been done at 1101. Kowloon Lands have dropped to 340 sellers; West Point are quiet at 340 and a few Hongkong Hotels are on offer at 1104. Humphreys sold at 310, Shanghai lands are quoted Tls. 103 ex the dividend and bonus of together Tls. 5 per share paid on 20th instant.

COTTON SPINNERS.—Shanghai rates are unchanged. Hongkong Cottons have a lower at 94. SUNDRY MANUFACTURES.—Companys Philippine can be placed at 381. Hongkong Electric have buyers at 314. Green Island Cements have been done in fair quantities at 111 1/2 to 111 1/2, closing with further sellers at the higher figure. Ropes sold at 326. Irons have sellers at 2440; Other stocks under this heading have not been mentioned this week and remain as quoted last.

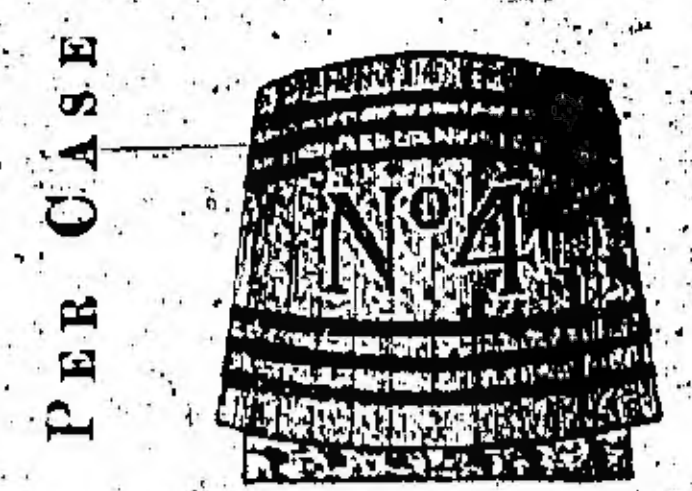
MISCELLANEOUS.—Campbell, Moore & Co's are quiet again at 317. China Borneos have found buyers at 303. China Providents sold at rates ranging between 33 1/2 and 33 1/2, and closed with sellers at 33 1/2. Langkats have sellers in Shanghai at Tls. 420. A. S. Watsons sold at 101 and 101, and remain on offer at 101, while at 101 there are buyers. Wm. Powells fetched 55. Other stocks under this heading unchanged and without sales.

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F. X. D'ALMEIDA & CASTRO,
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Hongkong, 22nd January, 1908. 160

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last 40 years for
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and all disorders
of the skin.
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Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

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Hongkong, 8th June, 1908. 84

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The Universal Remedy for Acidity of the
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pared so as to give the stomach this regulated amount of work.
Benger's Food is sold in Tins by Chemists, &c., everywhere.

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The Allenburys' Foods.
The "Allenburys' Milk Foods are the nearest approach to maternal milk that science has yet achieved. They provide, when used as directed, a complete diet for infants, promote vigorous health and growth, make firm flesh and strong bones, and are so graduated as to give the maximum quantity of nourishment the child is capable of digesting, according to age. Diarrhoea, digestive and stomach troubles are avoided when these foods are given, as by the method of manufacture, they are absolutely devoid of noxious germs, and therefore safer than, and superior to, cow's milk, especially in hot weather. The Milk Foods are made instantly by the simple addition of hot water only, and are alike suitable for the delicate infant and the child in robust health.
PAMPHLET ON INFANT FEEDING SENT FREE.
ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

SHIPPING.

ARRIVALS.
AKI MARU, Japanese str., 3,305, M. Yagi, 23rd February, Kobe and Shanghai 10th Feb., General—Nippon Yusen Kaisha.
ANTENOR, British str., 3,385, Hissland, 21st February—Shanghai 19th Feb., General—Butterfield & Swire.
ASIA, British str., 4,975, Harry Gaudreault, 23rd February—San Francisco 21st Jan. and Manila 21st Feb., Mails and General—O. & S. S. Co.
CHITUNG, British str., 2,224, Feb.—Canton, Chiyun, Chinese str., 1,177, C. Stewart, 22nd February—Shanghai 19th Feb., General—Chinese.
CROCIUM, British str., 5,748, H. C. Harris, 23rd February—Tacoma via Moji 19th Feb., General—Butterfield & Swire.
DENVER, American cruiser, 3,700, Comdr. W. B. Caperton, U.S.N., 22nd February—Manila 20th February.
ELFENSTEIN, British str., 2,476, Cundy, 21st February—Yokohama and Shanghai 9th February, General—Hague, Tames & Co.
GIENPAILOCH, British str., 1,600, Hissland, 21st February—Singapore 14th February, General—Chinese.
HAIMUN, British str., 636, A. J. Robson, 23rd February—Fochow Feb. 21st, and Swatow 22nd, General—Douglas, Lapraik & Co.
INDRANI, British str., 3,225, M. Macfarlane, 22nd February—Shanghai 19th February, General—Jardine, Matheson & Co.
ITSUKUSHIMA MARU, Japanese str., 2,808, 22nd February—Singapore 14th Feb.—Chinese.
JACOB, Diederichsen, German str., 623, Hansen, 22nd February—Hollow 20th February—Rice and Flour—Swire.
KAGOSHIMA MARU, Japanese str., 4,455, K. Kori, 23rd February—Moji 18th February, General—Nippon Yusen Kaisha.
PETRONIA, Russian str., 3,754, J. Smithwick, 23rd February—Moji 18th Feb., General—Melchers & Co.
SIGNAL, German str., 957, G. Seifalier, 23rd February—Halifax Feb. 21st, and Hoihow 22nd, General—Jensen & Co.
SINGAN, British str., 1,046, F. Jamieson, 22nd Feb.—Halifax and Hoihow 20th Feb., Rice and Flour—Swire.
SOIST, Norwegian str., 517, K. Thorsen, 23rd February—Saigon 16th Feb., Rice and Flour—Angard, Thorsen & Co.
SPERZA, German str., 2,625, B. Peter, 23rd Feb.—Nagasaki 19th Feb., Coal—Hamburg, Amerika Linie.

DEPARTURES.
 22nd February.
AUSTRIA, Austrian str., for Singapore.
CHIYUN, Chinese str., for Canton.
DEIHL, British str., for Shanghai.
DEVANIA, British str., for Europe.
HUICHOW, British str., for Canton.
LOCKSWAN, German str., for Bangkok.
TAMU MARU, Japanese str., for Kobe.
TEKAMACHU, British str., for Singapore.
VANCOUVER, British str., for Newcastle.
YUNNAN, British str., for Manila.
ZAFIRO, British str., for Manila.
 23rd February.
CHUNANG, British str., for Saigon.
ELGIN, British str., for Otaru (Japan).
FLINTSHIRE, British str., for London.
GIENPAILOCH, British str., for Amoy.
INDRANI, British str., for Manila.
JOSEPH MARU, Japanese str., for Swatow.
KIANGCHING, Chinese str., for Chinkiang.
NINGPO, British str., for Shanghai.
TRIUMPH, German str., for Haiphong.
WINGSANG, British str., for Shanghai.

SHIPPING REPORTS.
 The British str. *Haimun* reports: Fresh to moderate monsoon and fine light passing clouds and rain.
 The British str. *Indrani* reports: Strong to monsoon and cloudy.
 The Japanese str. *Kagoshima Maru* reports: Gentle to fresh monsoon and fine cloudy weather.
 The Norwegian str. *Soist* reports: Strong wind from N. and N. E. with heavy sea.

VESSELS IN DOCK.
 February 22nd.
ABERDEEN DOCKS.—*Holm*, *Persia*, *Amoy*, *Seymour*, *Cyphel*, *Shantung*, *Kaitford*, *Germania*, *Oscar II*, *Edin*.
COMMERCE DOCK.—*Nanshan*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

HAIMUN

Captain A. J. Robson, will be despatched for the above ports TO-MORROW, the 25th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, 22nd February, 1908. 410

For SHANGHAI, YOKOHAMA, KOBE, AND MOJI.

THE Steamship

"ARRATON APCAR"

Captain A. Stewart, will be despatched for the above ports on FRIDAY, the 28th inst., at 3 P.M.

This steamer has superior accommodation for passengers; is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, 21st February, 1908. 410

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.

Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN"

Captain MacArthur, will be despatched for the above ports on SATURDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passage, apply to

GARR, LIVINGSTON & Co.,

Agents.

Hongkong, 5th February, 1908. 317

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections common to the Green Island. Vessels anchoring nearest 'Cowloon' are marked 'k' nearest Hongkong 'h' midway between Hongkong and Kowloon 'm' and those vessels berthed at the Kowloon Wharf 'k.w.' together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT, APPLY TO	TO BE DESPATCHED
LONDON &c., via ANTWERP, PORTS OF CALL...	DELTA	Brit. str.	—	C. L. Daniel, R.N.	R. & O. S. N. Co.	On 7th Mar., at Noon.
LONDON & AMSTERDAM VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 8th March.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &c.	RHENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	On 3rd Mar., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACH MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 4th Mar., at D'light
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SANSHI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th Mar., at D'light
MARSEILLES, LONDON & ANTWERP	AMERICA	Brit. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 10th March
ROTTERDAM & HAMBURG VIA STRAITS, &c.	NUBIA	Ger. str.	—	E. J. Fox	P. & O. S. N. Co.	About 11th March.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	On 13th March.
NAPLES, GENOA, AIGERS GIBRALTAR &c.	FLAVONIA	Ger. str.	k.w.	Rud. Meyer	HAMBURG-AMERICA LINE	On 3rd March.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	—	Beynon	MELCHERS & Co.	On 26th inst., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	SAINT PATRICK	Brit. str.	—	—	STANDARD OIL CO.	About 7th March.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	SHAW, TOMES & Co.	On 12th March, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	LENNOX	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 25th Mar., at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & Co. Ltd.	On 27th inst.
VICTORIA, B.C. & SEATTLE, WASH., &c.	AKI MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 3rd Mar., at 4 P.M.
CALCUTTA, AMOY, SINGAPORE, &c.	KARAKO MARU	Jap. str.	—	D. Most	NIPPON YUSEN KAISHA	On 17th Mar., at 4 P.M.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	MABIE	Jap. str.	—	G. C. Christiansen	CHINA COMMERCIAL S.S. CO.	First half of April.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	Maarthe	MELCHERS & Co.	On 4th Mar., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	K. Homma	GIBB, LIVINGSTON & Co.	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 20th Mar., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Jap. str.	1 m.	T. L. Harrison	NIPPON YUSEN KAISHA	On 9th Mar., at 4 P.M.
AT STEALLAN PORTS VIA MANILA	NIEPO-MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 17th April, at Noon.
KOBE AND YOKOHAMA	INABA MARU	Jap. str.	—	G. W. Cockburn, R.N.	NIPPON YUSEN KAISHA	On 7th Mar., at D'light
MOJI, KOBE & YOKOHAMA	PALMA	Jap. str.	—	T. Harrison	P. & O. S. N. Co.	About 29th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Pand. r.	NIPPON YUSEN KAISHA	On 18th Mar., at Noon.
USINGTAO & CHEFOO	TAIPANAS	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
TIENSIN	AMARA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
CHONGKAI, YOKOHAMA & KOBE	CHONGKAI	Brit. str.	1 m.	G. Hooker	MELCHERS & Co.	To-day, at 4 P.M.
SHANGHAI	ROHNSSTAFEN	Brit. str.	k.w.	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SHANGHAI	KWONGSANG	Brit. str.	—	Jager	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI	MAMORA	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., Ltd.	To-morrow at Noon.
SHANGHAI	YUNNAN	Brit. str.	1 m.	G. H. C. Weston, R.N.	P. & O. S. N. Co.	About 6th March.
SHANGHAI, YOKOHAMA & KOBE	TRANQUEBAR	Dan. str.	—	W. O. Jones	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SAMBA	Ger. str.	k.w.	A. Stewart	MELCHERS & Co.	On 26th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ARRATON APCAR	Brit. str.	—	Robertson	DAVID SASSOON & Co., Ltd.	On 28th inst., at 3 P.M.
SHANGHAI & CHINKIANG	CHINKIANG	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI	IOCHOW	Brit. str.	1 m.	G. W. Gordon	P. & O. S. N. Co.	On 28th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOHNO	Brit. str.	—	A. Mocker	NIPPON YUSEN KAISHA	About 1st March.
SHANGHAI & KOBE	KAKASAKI MARU	Jap. str.	—	C. Binzer	MELCHERS & Co.	On 2nd March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GENYAN	Ger. str.	—	Jonas	JARDINE, MATHESON & Co., Ltd.	About 3rd March.
SHANGHAI, CHONGKAI, JAPAN, AMERICA &c.	FOOKSANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	On 9th March.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DAIWIN MARU	Jap. str.	—	I. Eakral	DAVID SASSOON & Co., Ltd.	On 13th Mar., at 4 P.M.
TAMU VIA SWATOW & AMOY	HAIMUN	Brit. str.	2 m.	A. J. Robson	DOUGLAS, LAPRAIK & Co.	On 1st Mar., at 10 A.M.
SWATOW, AMOY & FOCHOW	SINGAN	Brit. str.	1 m.	Jamieson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
HAIPHONG	TEAN	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHAW, TOMES & Co.	On 3rd Mar., at Noon.
MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 6th Mar., at 4 P.M.
MANILA	YUNNAN	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 7th Mar., at Noon.
MANILA	ZAFIRO	Brit. str.	—	Rodger	SHAW, TOMES & Co.	On 26th inst., at 4 P.M.
MANILA	KAIPONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
MANILA	BOHNO	Brit. str.	—	F. Semblil	MELCHERS & Co.	Middle of March.
MANILA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MANILA	TIENHONG	Dut. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saigon, Amoy, Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 29th Febr., Noon
ZAFIRO	2540	R. Rodger	Manila	On 7th March, Noon

For Freight or Passage apply to

SEWAN TOMES & CO.,

GENERAL MANAGERS

Hongkong, 24th February, 1908

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SAINT PATRICK" ... About 18th March.

For freight and further information apply to

SEWAN TOMES & CO.,

GENERAL AGENTS.

Hongkong, 28th January, 1908

CANADIAN PACIFIC RAILWAY.

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDEB 11 days across the Pacific in the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA TO VANCOUVER. 15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	12th March ... 30th March	
"LENNOX"	3,700	25th March ... 23rd April	
"EMPEROR OF INDIA"	6,000	9th April ... 27th April	
"MONTEAGLE"	6,163	22nd April ... 16th May	
"EMPEROR OF JAPAN"	6,000	7th May ... 25th May	
"GLENFARG"	3,700	20th May ... 18th June	

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

* R.M.S. "MONTEAGLE" will depart from HONGKONG at 4 P.M.

* S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" S.S. steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York £71.10

Intermediate on Steamers ... 240, ... 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Padder Street and Praya opposite Blake Pier.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"TRANQUEBAR"	On 26th February.

For Further Particulars, apply to

MELCHERS & CO.

Hongkong, 17th February, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons	Captain.	Sailing Date.
* SHAWMUT	9,608	E. V. Roberts	On 17th February.
* TREMONT	9,606	T. W. Garlick	On 17th March.
* SUVERIC	6,232	W. Shotton	On 9th April.
* KUMERIC	6,232	Cowley	On 2nd May.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at a Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED.

GENERAL AGENTS

Hongkong, 18th February, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMER	TO SAIL	REMARKS
MOJI, KOBE and PALMA YOKOHAMA	About 29th Febr.	Freight only.
SHANGHAI, MOJI, KOBE BORNEO	About 1st March	Freight and Passage.
LONDON and AMSTERDAM via SINGAPORE, SOGOTRA PENANG, COLOMBO	On 6th March	Freight only.
SHANGHAI	About 6th March	Freight and Passage.
LONDON via USUAL PORTS DELTA	Noon 7th March	See Special of Call.
MARSEILLES LONDON, and NUBIA ANTWERP	About 11th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.CHINA NAVIGATION CO.,
LIMITED.

STEAMER	TO SAIL	REMARKS
TIENSIN	On 24th Febr., 4 P.M.	
MANILA	On 25th Febr., 4 P.M.	
HAIPHONG	On 26th Febr., 4 P.M.	
CEBU and LOILO	On 26th Febr., 4 P.M.	
SHANGHAI and CHINKIANG	On 26th Febr., 4 P.M.	
SHANGHAI	On 28th Febr., 4 P.M.	
MANILA	On 28th Febr., 4 P.M.	
MANILA	On 3rd Mar., 4 P.M.	
DARWIN, THURSDAY ISLAND, COOK TOWN, CAI HNE, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	On 9th Mar., 4 P.M.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

REDUCED RATES OF PASSAGE AND FREIGHT.

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE: HOENSTAUZEN ... 25th Febr.	FOR MARSEILLES, PLYMOUTH, HAYRE & HAMBURG ... 26th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 27th Febr.	FOR BREMEN & HAMBURG ... 3rd March.
FOR SHANGHAI, YOKOHAMA & KOBE: BELGRAVIA ... 5th March	FOR ROTTERDAM & HAMBURG: S.S. AMBRIA ... 10th March.
	FOR ROTTERDAM & HAMBURG: S.S. BRASILIA ... 13th March.

For Further Particulars, apply to—
HONGKONG, 21st February, 1908.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW ("DAIJIN MARU") AND AMOY	Capt. I. Sakurai	SUNDAY, 1st March, at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th February, 1908.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. RUD. MEYER	Wednesday, 26th Febr., at 4 P.M.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LINTZ	Tuesday, 3rd Mar., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. V. BINZEL	About Tuesday 3rd March.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SIBBELL	Middle of March.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th February, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TIJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TIJILWONG	JAPAN	Second half of Febr.	JAVA PORTS	Second half of Febr.
TIJIMAH	JAVA	Second half of Febr.	JAVA PORTS	Second half of Febr.
TIJIBODAS	JAVA	First half of March	JAPAN	First half of March
TIJILATJAP	JAVA	Second half of March	JAVA PORTS	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 14th February, 1908.

CIE. DES CHARGEURS REUNIS.

ROUND THE WORLD LINE.

FOR SHANGHAI, CHINWANTAO,
(TIENSIN AND PEKING), KOBE,
YOKOHAMA, HONOLULU, NORTH
AND SOUTH AMERICAN PACIFIC
COAST, BUENOS AIRES, MONTE-
VIDEO, without transshipment.

S. S. "CELAN".

Capt. JOHAN.

To Sail On

MONDAY, 9th MARCH.

THIS twin screw Steamer, 15,000 tons, is newly built and has superior accommodation for 1st Class Passengers. Only Single and Double-Berth Cabins, each fitted with Electric Fans, Steam Heaters, Writing Table, Wardrobe, Drawing Room, Smoking Room, Hair Dressing Room, Laundry, Doctor and Stewards.

The Best Line to go to Japan and America in visiting Peking and North China.

REDUCED RATES OF PASSAGE AND FREIGHT.

For Further Particulars, apply to—

J. MILLET, AGENT,

FRENCH MAIL OFFICE.

Hongkong, 21st February, 1908.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP via SINGA.	KAWACHI MARU Capt. H. Petersen, Tons 6227	WED. DAY, 4th March, at Daylight.
COLOMBO, PENANG, and SINGAPORE	SANTUKI MARU, Tons 6112 Capt. S. J. G. Parsons,	WED. DAY, 18th March, at Daylight.
VICTORIA, B.C., and SEATTLE, WASH.	AKI MARU, Tons 6444 Capt. M. Yagi,	TUESDAY, 3rd March, at 4 P.M.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	IYO MARU, Tons 6920 Capt. Wm. Thompson	TUESDAY, 17th March, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE	YAWATA MARU Capt. K. Homma, Tons 3818	FRIDAY, 2nd March, at 10 P.M.
and BRISBANE	NIKKO-MARU Capt. T. L. Harrison, Tons 5539	FRIDAY, 17th April, at Noon.
SHANGHAI and KOBE	TAKASAKI MARU Capt. A. Mocker, Tons 4748	MONDAY, 2nd March.
KOBE and YOKOHAMA	INAGA MARU, Tons 6181 Capt. Wm. Bainbridge	SAURDAY, 7th March, at Daylight.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. T. Harrison, Tons 5539	WED. DAY, 18th March, at Noon.
BOMBAY via SINGAPORE and COLOMBO	KAGISHIMA MARU Capt. E. Kori, Tons 4451	WED. DAY, 26th Febr., at Daylight.

† Cargo only.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 24th February, 1908.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—

16, DES VUEX ROAD,

HONGKONG.

Japan Office—

14, WATER STREET,

YOKOHAMA.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENT in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED

General Agents for China and Japan.

Hongkong, 4th August, 1898.

NOW READY.

MAIL TABLES

FOR 1908.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mail.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office

Hongkong, 17th January, 1908.

NOTICES TO CONSIGNEES

S.S. "TONKIN."

COMPAGNIES DES MESSAGERIES

MARITIMES

NOTICE.

CONSIGNEES of Cargo from Cettie ex s.s. "Omara" from Vathy ex s.s. "Saghalien" from Bordeaux ex s.s. "Ville de Bordeaux" and "Carthage" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Monday, the 24th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 17th February, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLWERS,"

FROM MIDELESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed

at their risk into the Godowns and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd., whence

and/or from the wharves delivery may be

obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 25th inst., will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

25th inst., or they will not be recognised.

All broken, stained, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th February, 1908.

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BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI AND

MANILA.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signature and to take immediate delivery of

their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & CO., LTD.

Agents.

Hongkong, 20th February, 1908.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. "China."

From Persian Gulf ex B. I. S. N. &

B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 27th inst., at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the God-

owns for examination by the Consignees and

the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 2nd February, 1908.

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NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"TAMBA MARU"

having arrived this morning from the

above Ports, Consignees of Cargo are hereby

informed that their Goods are being

landed and placed at their risk in the

Hongkong and Kowloon Wharf and God-

own Company's Godown at Kowloon, where

each consignment will be sorted out mark by

mark and delivery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried on unless

instructions are given to the contrary before

NOON, To-day.

Goods not cleared by the 27th inst., 1908,

will be subject to rent.

No Fire Insurance will be effected.

Damaged packages must be left in the

Godown for examination by the Con-

signees and the Co.'s representative at an

appointed hour. All Claims must be presented

